City of
Melville

Walk & Ride Melville Plan

Supporting our Community's Aspirations

The Walk and Ride Melville Plan delivers a holistic approach to planning for active transport, recognising that people walking, riding and wheeling often share the same infrastructure, and can compete for the same space in some locations.

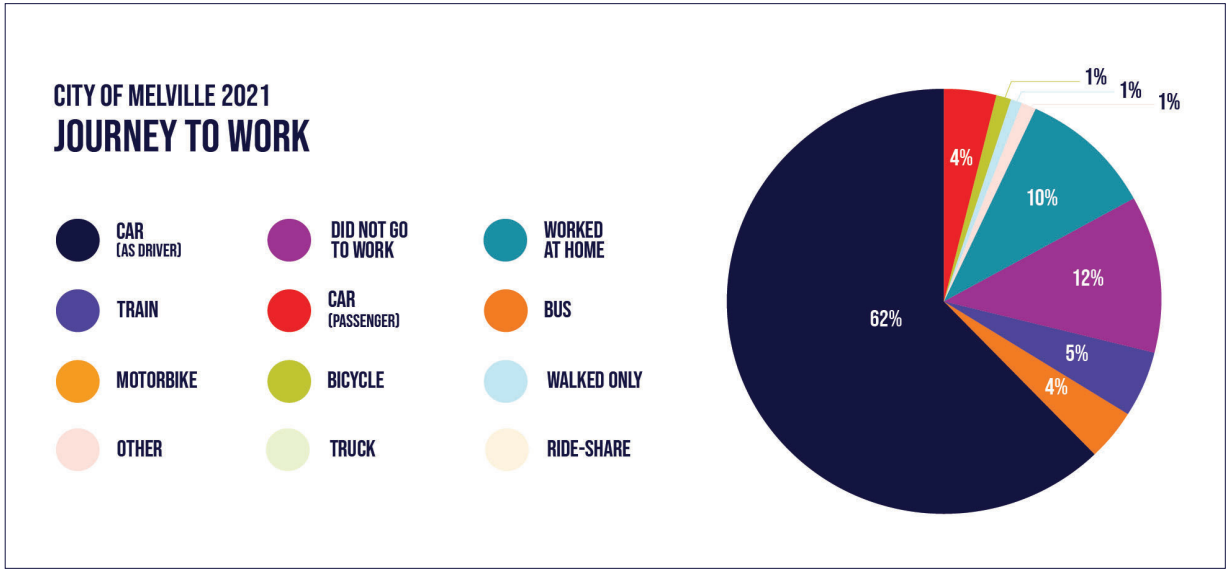
While the document mainly refers to people walking and riding, the intention is that the resulting improvements will help people travelling actively, including micro-mobility users and other wheeled modes using the path network. This plan has been built upon the foundations of the 2012 Bike Plan with a focus on diversity of users, through consultation, policy reviews, data analysis, and best practice.

The goal of this Plan has been to evaluate existing facilities, provide a vision for the City, and provide a wide range of implementable actions to improve outcomes for people traveling on foot, by bike, or using other wheeled devices, in line with City's Community Aspirations:

- Nurturing a clean and green environment
- Growth and prosperity for all
- Promoting healthy lifestyles
- Ensuring a safe and secure community
- Cultivate a sense of community
- Maintain a sustainable and connected transport system.

As part of this Plan, different strategies were employed to engage residents and other stakeholders. These initiatives included collaborative workshops with city officers and stakeholders, an online survey and mapping exercise, and a saddle survey. Through these engagements, key issues were identified across ten themes:

- Footpaths
- Cycle infrastructure
- Crossings
- Connectivity
- User conflicts
- Intersections
- Traffic speeds and volumes
- Wayfinding
- Roundabouts
- End of trip facilities



Some of the main gaps and challenges within the existing infrastructure include:

- Lack of footpaths and gaps in the network
- Traffic speeds/volume
- Difficulty in crossing the roads.

In the period between ABS Census surveys, the proportion of people walking and riding to work in the City has declined and now makes up less than two per cent of all trips to work.

The projects identified as part of this study will help to increase the number of trips by bike and on foot safer, connected and more attractive for everyone.

Key Opportunities

Improvement opportunities (and good practice planning principles which sit behind them) were categorised into a number of themes.

Network improvements

Path width optimisation based on location and levels of use; safer pedestrian crossings and cycle infrastructure, improvements to roundabout designs, speed reduction and/or traffic calming, and consideration of additional Safe Active Streets.

Connecting the community

Ensuring continuity of the path network, with high quality and high amenity walking and riding infrastructure within the catchment areas of schools, public transport stops and stations, and other important community facilities.

Behaviour change

Continue to promote walking and riding within the city through implementation of its existing TravelSmart initiatives. Collaborate with the Department of Transport's Your Move program to help facilitate active travel to schools and for the journey to work.

Policy changes

Path guidelines and specifications to be updated as necessary in line with good practice especially with placement of footpaths. The City's Path Policy is to be updated to incorporate a Footpath Evaluation Assessment which will help prioritise footpath construction.

Key performance indicators

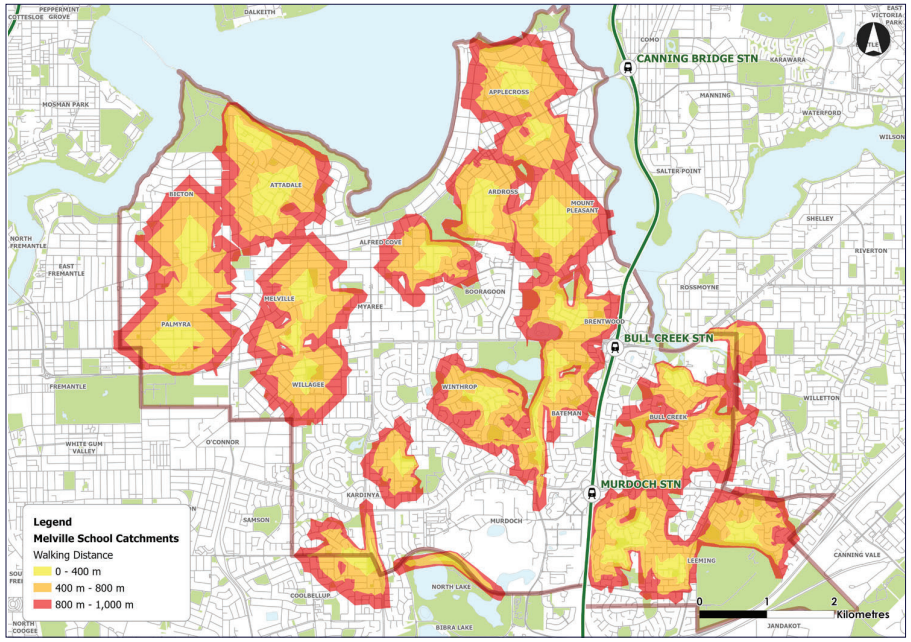
The following datasets are recommended depending on the project:

- Number of trips made by bike/people riding
- Mode share (all trips, not just the journey to work)
- Crash data
- Percentage of residents who feel safe and comfortable on bike networks/percentage of resident satisfaction with bike networks
- Cycle traffic by route
- Gender of people riding
- Data relating to reasons for people choosing to ride
- Establish a two-yearly reporting schedule to communicate progress in walking and riding, along with project achievements.

Footpath Network

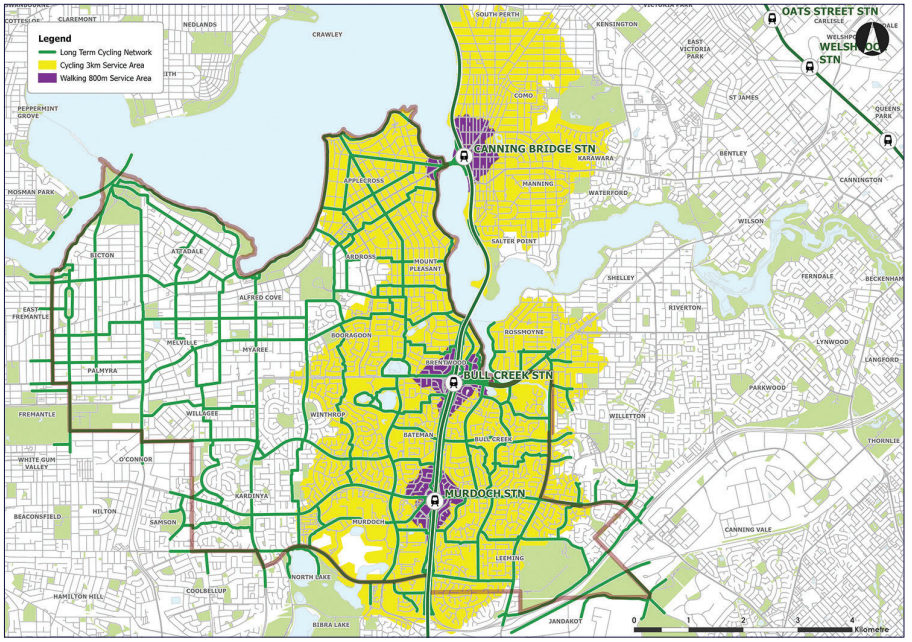
Upgrades to the footpath network will be prioritised in appropriate locations within the catchment areas of schools and public transport stations as shown in the maps below.

Schools catchment areas



A walking catchment to schools is 400m and a riding catchment is 800m.

Public transport stations catchment areas



A walking catchment to train stations is 800m and a riding catchment is 3km.

Footpath construction relating to school and public transport catchments will be prioritised based on an assessment of several metrics. These metrics relate to need and impact, and include:

- Existing path widths
- Distance between existing paths
- Distance from community facilities
- Whether the route is on the Long-Term Cycle Network
- Crash history of the route
- Community demand (within the previous five years)
- Traffic speeds in the area
- Traffic volume in peak times (within the previous five years)
- Pedestrian volume data at peak times.

The outcome provides low, medium or high priority scores used as an aid to prioritise path implementation.

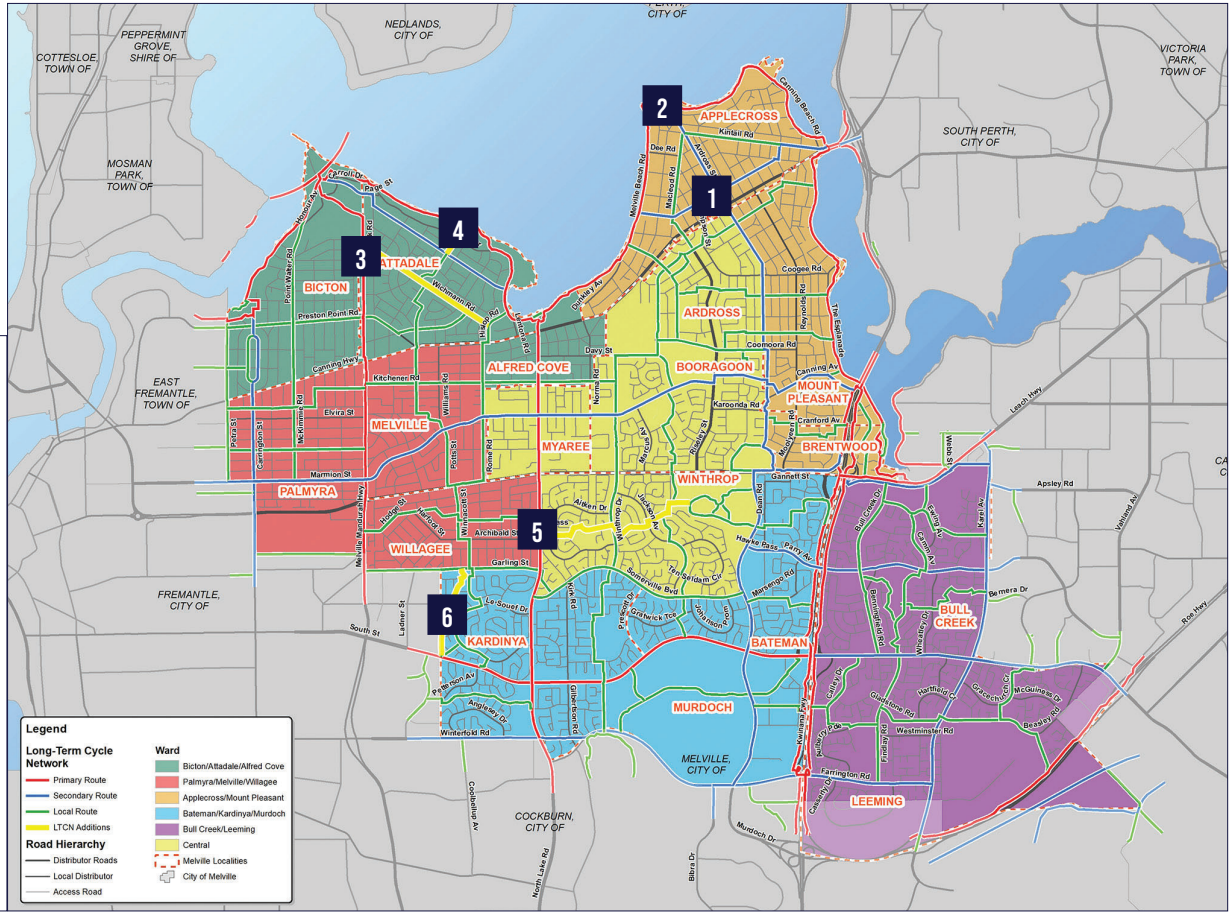
Ad hoc requests will also be assessed in this way but may form a lower priority than those located within school and public transport catchments.

Implementation of the Long-Term Cycle Network

Network Alterations

The community and stakeholders provided feedback regarding the Long-Term Cycle Network (LTCN). This, in combination with the other project investigations identified the opportunity for some alterations to the LTCN for discussion between the City and the Department of Transport, see the map to the right.

1. Upgrade Macrae Road to primary route.
2. Downgrade river foreshore RSP (Ness Road to Canning Bridge) to secondary route.
3. Include local route along Wichmann Road.
4. Local route from Palmer Street through the Attadale Reserve to the river foreshore path.
5. New east west local route from Piney Lakes to North Lake Road.
6. Realignment of local route to take advantage of green space.



18 LTCN PROJECTS

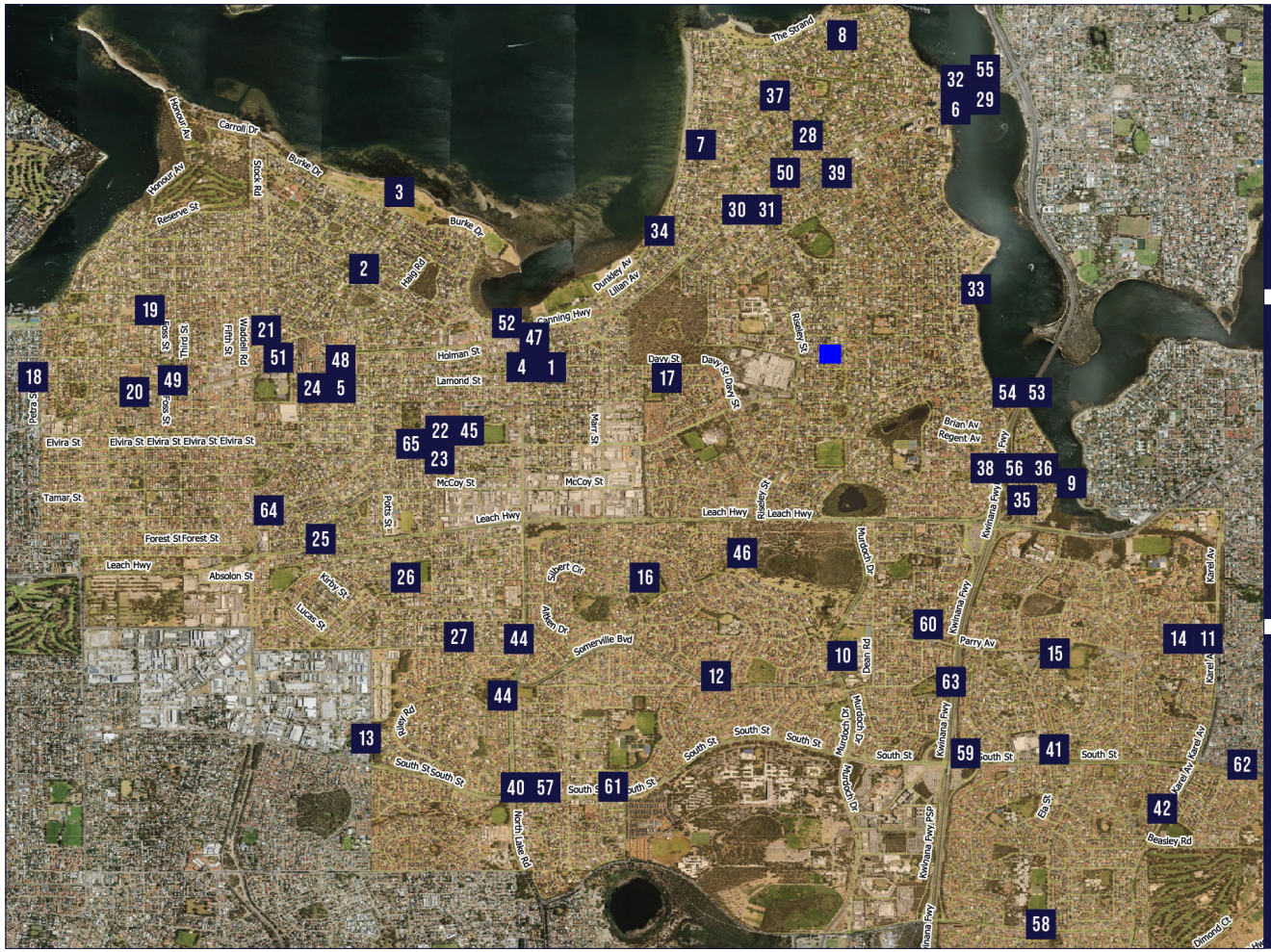
Route Priority

Implementation of the LTCN is long term. Route priority at a network level will be informed by engagement, study investigations, and evaluations of the role of the route's connection to community, important local destinations, and facilities. The following routes are deemed to be of higher priority as a result of evaluation of the study findings, including community and stakeholder engagement.

Route	Location	
	Road	**Ward**
Primary	MacRae Road	Applecross | Mount Pleasant
	The Esplanade	Applecross | Mount Pleasant
	Stock Street	Bicton | Attadale | Alfred Cove | Palmyra | Melville | Willagee
	South Street	Bateman | Kardinya | Murdoch
	North Lake Road	Ardross | Booragoon | Myaree | Winthrop
Secondary	Marmion Street	Palmyra | Melville | Willagee | Ardross | Booragoon | Myaree | Winthrop
	Ardross Street	Palmyra | Melville | Willagee
	Parry Avenue	Bull Creek | Leeming
	Karel Avenue	Bull Creek | Leeming
Local	Rome Road	Palmyra | Melville | Willagee
	Somerville Boulevard	Bateman | Kardinya | Murdoch
	Wichmann Road	Bicton | Attadale | Alfred Cove
	Kitchener Road	Palmyra | Melville | Willagee
	Winnacott Street	Palmyra | Melville | Willagee
	Benningfield Road	Bull Creek | Leeming
	Piney Lakes to Charlsey Street	Ardross | Booragoon | Myaree | Winthrop
	Winthrop Drive/Clements Road	Ardross | Booragoon | Myaree | Winthrop
	Point Walter Road	Bicton | Attadale | Alfred Cove

Projects, Further Studies and Advocacy

The Walk and Ride Plan outlines the need for a number of infrastructure projects, further studies and advocacy activities, in addition to the implementation of the LTCN routes, listed in priority order by Ward in the following table.



17
CONSTRUCTION PROJECTS

29
FURTHER STUDIES PROJECTS

19
ADVOCACY PROJECTS

Table Key									
Responsible Authority (RA)				Ward (W)					
●	●	●	●	1	2	3	4	5	6
City of Melville	Other Local Government	Main Roads Western Australia	Department of Transport	Bicton, Attadale, Alfred Cove	Palmyra, Melville, Willagee	Applecross, Mount Pleasant	Bateman, Kardinya, Murdoch	Bull Creek, Leeming	Ardross, Booragoon, Myaree, Winthrop

ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
1	Construction	1	No footpath	Stirk Road	–	Construct footpath in line with the Footpath Evaluation Matrix	●	$60K
2			Services two primary schools but not on the LTCN	Wichmann Road	Local (proposed)	Apply to DoT for inclusion on the LTCN	●●	–
3			No access from the LTCN local route to the river	Palmer Street	Local (proposed)	Apply to DoT for inclusion on the LTCN	●●	–
						Investigate footpath options from Palmer Street to the foreshore	●	
4			Additional paths needed near to aged care facility opposite Westfield Booragoon	Davy Street	–	Construct footpath in line with the Footpath Evaluation Matrix	●	$60K
5		2	Footpath width is very narrow, particularly for accessing the bus stop on Canning Highway	Money Road Canning Highway to Bridges Road	Local	Widen path along Money Road between Canning Highway and Bridge Road and implement improvements to the footpath in line with the Footpath Evaluation Matrix	●	$92K
6		3	User conflicts	Apex Reserve	Primary	Separate the path	●	$85K
7			Pedestrian crashes, no footpath	Matheson Road/ Nairn Road	–	Construct footpath in line with Footpath Evaluation Matrix	●	$20K
8			No footpath access for residents to access the path network adjacent to the river	Nisbet Road	–	Construct footpath in line with Footpath Evaluation Matrix	●	$40K
9			Provide path continuity between river paths	Brentwood Avenue	Primary	Evaluate feasibility of River boardwalk for pedestrians	●	$154K
						Construct 3.5m shared path (211m)		
10		4	Cycle lane ends at the intersection with Murdoch Drive	Robin Warren Drive/Barry Marshall Parade	–	Remove red asphalt to signal bike lane continues on path	●	$5K
11			Lack of lighting and overgrown vegetation	Parry Ave	Secondary	Undertake lighting audit	●	$5K
						Undertake pruning of vegetation to increase effective path width		

ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
12	Construction	4	Problematic roundabouts	Somerville Boulevard	Local	Retrofit roundabouts within the City to radial roundabouts and provide painted signs on approach to encourage bike riders to adopt the central position	●	$80K infra-structure
13			Suggested Local LTCN Route in this location is indirect through local streets and wayfinding may be problematic	Ormond Bowyer Park	Local (proposed)	Identify suitable alignment for new local route through here between Garling Street and South Street Apply to DoT to adjust LTCN	● ●	$5K
14		5	Navigating roundabouts safely	Parry Ave	Secondary	Retrofit roundabouts within the City to radial roundabouts and provide painted signs on approach to encourage bike riders to adopt the central position	●	$75K
15			Crossing problematic south of the intersection with Parry Ave	Benningfield Road	Local	Install traffic calming (options): • Wombat crossing • Speed hump • Speed cushion	●	 $47K $31K $16K
16		6	Sealed shoulder missing the bicycle sign Roundabouts Difficult crossing at Leach Highway heading north to PAW	Winthrop Drive	Local	Remove cycle lane Retrofit roundabouts within the City to radial roundabouts and provide painted signs on approach to encourage bike riders to adopt the central position	●	$100K
17			No footpath. Used to access schools/shopping centre/wireless park	Melson Way	–	Construct a footpath in line with the footpath Implementation Plan	●	$25K
18	Further Studies	1	Bike crashes all along Petra Street to Marmion Street from the River at intersections	Petra Street	Local	Crash analysis report Road Safety Audit in collaboration with Town of East Fremantle	● ●	$8K study
19			Bike and pedestrian crashes at the north end	Point Walter Road	Local	Crash analysis report Safety audit	●	$5K study
20			Problematic parking near Canning Highway	Point Walter Road	Local	Undertake parking surveys and develop suitable design response to improve safety outcomes for people riding	●	$12K study
	Construction		Difficulty crossing road. unsafe for bikes	Coomoora Road	Local	Traffic calming: speed humps	CoM	$500K

ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
21	Further Studies	1	Safety issues along its length	Stock Road	Primary	Work with DoT to develop an action plan to guide implementation of Stock Road Corridor Study in line with outcomes from this report		–
22		2	High traffic volumes and speeds, user conflicts	Rome Road	Local	Develop design response to reduce traffic volumes and speeds (e.g., traffic calming or modal filters) and improve access to schools		$20K study
23						Analysis to understand demand and impacts of reducing/removing traffic		
24			Problematic intersections including roundabouts	Kitchener Road	Local	Analyse crash data and prepare design response		$15K study
						Consider treatments such as raised intersections, roundabout removal and changes to priority		
25			Opportunities to improve amenity for people walking between multiple community land uses (schools, park, and activity centre)	Winnacott St (Leach Hwy to Archibald St)	Local	Undertake a Healthy Streets assessment to identify opportunities to improve outcomes for people walking and riding		$4K study
26								
27			Cycle lanes are very narrow and median strips result in multiple pinch points Provides connection between 2 primary LTCN routes	Garling Street	Local	Conduct a feasibility study to identify design response options to slow traffic and improve amenity, or remove cycle lanes and widen the footpath		$12K study
28		3	Crashes at intersections	Macrae Road/ Ness Road	Secondary (Proposed Primary)	Corridor Study to encompass: Upgrade to primary LTCN route • Crash analysis • Safety audit • Prepare suitable design response following review of study findings • Implement recommendations in line with Implementation schedule of the LTCN		$25K study
29			Crashes	Canning Bridge/ Esplanade and surrounds	Primary	Crash analysis Safety audit Prepare suitable design response following review of study findings Stakeholder engagement		$70K study

ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
30	Further Studies	3	Pedestrian crashes, volumes of people walking	Riseley Centre	–	Undertake a demand assessment of the footpath in this location to determine the number of users during peak time		
						Assess path widths and implement improvements to the footpath in line with the Footpath Evaluation Matrix	●	$15K study
31						Work with MRWA to assess crossings		
						Undertake Road Safety Audit related to pedestrian crashes		
32			Wayfinding	Canning Bridge to PSP	–	Prepare a consistent wayfinding strategy considering improvements to infrastructure and facilities in this location (to be consistent with wayfinding design in other areas of the City)	● ●	$40K study
33			User conflicts	Esplanade	Primary	Undertake a feasibility study for a safe active street in this location	●	$70K
34			Convergence of paths, conflicts between users	Dunkley/ Cunningham/ Melville Beach Road	Primary	Assess location to determine if a design response is required		
						Check path widths considering healthy streets criteria in relation to the number of users	●	$4K
35			Access to station and high school. Road also used by pelotons	Pulo Road	Local	Undertake pedestrian and rider demand study		
						Assess existing footpath width	●	$40K study
36						Conduct a SAS feasibility study		
37			Footpath only on one side outside of the Applecross Village	Ardross Street (between MacDonald Road and Munro Road)	Secondary	Undertake a demand assessment of the footpath in this location to determine the number of users during peak time	●	$12k study
						Collate community feedback with respect to whether a footpath on the western side would be desired		
						Implement footpath in line with Footpath Evaluation Matrix	●	$80K infra-structure
38			Well used by bike riders	Beamish Avenue	Local	Provide wayfinding to PSP as part of the City-wide Wayfinding Strategy	●	See 32

ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
39	Further Studies	3	Dangerous for on road riding, school access, heavy vehicles accessing Woolworths, higher volumes of traffic	Bombard Street / Reynolds Road	Local	A study has been commissioned by CoM	●	–
40		4	Lack of safe pedestrian crossing facilities (South Street and Leach Highway) Poor bicycle infrastructure	North Lake Road	Primary	Identified as a Primary Route on the LTCN Commission a Corridor Study to identify opportunities to walking and riding infrastructure along the length of North Lake Road Undertake Road Safety Audit related to pedestrian crashes Develop a design response considering its status as a Primary Route and implementation schedule for the LTCN	● ●	$60K study
41		5	Crossing facility problematic near the shopping centre	Benningfield Road	Local	Undertake a crossing demand study and a road safety audit Develop a suitable design response to improve the safety of the crossing	●	10K study
42			Narrow sealed shoulders Narrow footpaths	Karel Avenue	Secondary	Commission a corridor study to identify opportunities to improve bicycle infrastructure between South Street to Roe Highway Identify pedestrian and rider demand along the length of the corridor Develop a design response for foot paths widths, and the LTCN implementation Schedule	●	30K study
43		6	Narrow foot paths, inadequate quality	North Lake Road	Primary	Develop a suitable design response to footpath provision, quality and width in relation to the findings from the Footpath Policy/Crossover Guidelines	●	$45K study
44			Unsafe riding route	North Lake Road	Primary	Identified as a Primary Route on the LTCN Commission a Corridor Study to identify opportunities to walking and riding infrastructure along the length of North Lake Road Develop design response (as a primary route) and implementation schedule for the LTCN	●	$50K study

ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
45	Further Studies	6	Unsafe riding route	Marmion Street	Secondary	Identified as a Secondary Route on the LTCN Commission a Corridor Study to identify opportunities to walking and riding infrastructure along the length of Marmion Street Develop a design response (as a secondary route) and implementation schedule for the LTCN		See 65
46			Connect park trails to paths adjacent to Paterson Gardens. Identify additional local route east-west to connect to North Lake Road, in the vicinity of Charlsey and Archibald Streets	Piney Lakes	Local (Proposed)	Investigate suitable alignment for this local route Apply to DoT to have this route added into the LTCN		$10K study
47	Advocacy	1	Hard for bike riders to continue in a straight-on direction from North Lake Road (intersection with Canning Highway) to access the river path	North Lake Road	Primary	Analyse crossing behaviour, develop design response Collaborate with MRWA to implement recommendations		$5K study
48			Dangerous Crossing for accessing bus stops	Preston Point Road /Canning Highway	—	Obtain bus patronage data for adjacent bus stops Commission a road safety audit Develop design response to narrow entry and exit from Preston Point Road Consider design response to reduce traffic movements Collaborate with MRWA to identify a suitable solution Inspect bus stop facilities considering Healthy Streets criteria		$20K study
49			Lack of crossings and distances between crossings	Canning Highway (Stock Road, Petra Street)	—	Corridor Study with MRWA Heathy Streets assessment to help identify suitable locations for additional crossings Crossing demand study Undertake road safety audit related to pedestrian crashes		$40K study

ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
50	Advocacy	1	Inadequate footpath provision	Canning Highway	–	Undertake Healthy Streets Assessments to help determine the weakest points Work with MRWA to implement recommendations from assessments at the weakest locations Undertake road safety audit related to pedestrian crashes		$25K study
51		2	Lack of crossings and distances between crossings	Canning Highway	–	Corridor Study with MRWA Heathy Streets assessment to help identify suitable locations for additional mid-block crossings Crossing demand study		$40K study
52			Inadequate footpath quality	Canning Highway	–	Healthy Streets Assessments to help determine the weakest points Work with MRWA to implement recommendations from the assessments at the weakest locations		$25K study
53		3	Visibility issues with oncoming walkers/riders	Mount Henry Bridge underpass		Install mirrors to provide visibility to path users		$1K
54			Unappealing at night	Mount Henry Bridge underpass		Undertake a lighting assessment of the underpass		$3K study
55			Lack of safe crossings	Canning Bridge (Canning Highway)		Advocate for improvements once the design process for the redevelopment of Canning Bridge Activity Centre is underway		–
56			Very narrow median for pedestrian crossing	Cranford Ave		Median should be 2m wide. Widen the median as part of capital works program		$15K
57			Difficulties crossing the street	South Street near Kardinya shopping centre	–	Lobby MRWA to: • Commission a Road Safety Audit at South Street • Collaborate with MRWA to identify a suitable solution to issues at South Street • Inspect bus stop facilities considering Healthy Streets criteria		$6K audit

ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
57	Advocacy	4	Difficulties crossing the street	Murdoch Activity Centre (Discovery Side). Identified as primary route	–	Lobby MRWA to: • New shared path being installed now on the west side of Murdoch Drive between Bramanti Road and Discovery Way • New pedestrian crossing on the slip lane to Discovery Way adjacent to the existing traffic lights to go in • New pedestrian crossing points and pram ramps along Murdoch Drive moving south		Included in above cost
58			Poor path quality along PSP, on ramp from freeway	Farrington Road	–	Collaborate with MRWA to audit path quality of the PSP in this location		–
59			Poor lighting and path surface quality	Kwinana Freeway PSP (Murdoch)	–	Collaborate with MRWA to audit lighting and path quality of the PSP in this location		–
60			Poor path quality	Parry Ave	Secondary	Designated as a Secondary Route on the LTCN providing an important link from Bull Creek to areas west of the Freeway		$25K study
			Improve Crossing over Kwinana Freeway			Collaborate with MRWA to audit path quality of the PSP in this location		
			Accessing the Bridge			Undertake a pedestrian and rider demand audit of the Parry Avenue Bridge to determine if path widths are suitable		
61			Lack of cycle infrastructure	South Street	Primary	Undertake a review of crossing demand for accessing the PSP		$1M
						Develop design response for implementation as part of capital works program		
						Upgrade cycling facilities in line with the LTCN implementation schedule		

ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
62	Advocacy	5	Bike riders sharing the bus lane during peak hour	South Street	Primary	Riding on the road in this location is not recommended unless bikes can be protected from traffic. If separation is not possible, investigate the feasibility of a 3.5m separated path from Benningfield Road to Karel Avenue (1km) If separating people walking from riding on the path is not possible, ensure path widths of shared paths are suitable for the demand of people walking and riding along its length Upgrade cycling facilities in line with the LTCN implementation schedule		Included in above cost
63			Add a PSP to the eastern side of the Kwinana Freeway	Kwinana Freeway	–	Advocate to MRWA regarding the benefits of a PSP in this location		–
64		6	Difficult to cross the road for school children	Marmion Street	Secondary	Identify opportunities for a crossing point west of Curtis Road Undertake a Road Safety Audit Develop a suitable design response Lobby MRWA fro slower speeds		$15K study
65			Difficulty in crossing the road owing to speed environment	Marmion Street	Secondary	Identified as a Secondary Route on the LTCN Commission a Corridor Study to identify opportunities to slow vehicle speeds at suitable locations along the length of Marmion Street particularly near schools and other activity centres Develop a design response considering its status as a Secondary Route and implementation schedule for the LTCN		$30K study

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